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Received

AUG 16 2010

Environmental Services
Mottman

13 August 2010

Mr. Roger Kiers
Cultural Resources Specialist
Washington State Department of Transportation
PO Box 47332
Olympia, WA 98504-7332

RE: SR 162: Puyallup River (McMillin) Bridge Replacement Project
Section 106 Consultation and Invitation to Participate as Consulting Party

Dear Mr. Kiers,

Thank you for your communication of July 8, 2010, and your request for comments on the proposed WSDOT project that the US Army Corps of Engineers has determined will have a Section 106 "adverse effect" upon the Puyallup River (McMillin) Bridge. I am writing to request that I be identified as a "consulting party" for the development of mitigation measures to preserve the bridge's integrity.

I have researched historic highways and bridges throughout the United States for the past 20 years. For my Ph.D. dissertation at Washington State University, I completed a professional biography of Conde B. McCullough, Oregon's master bridge builder from 1919 to 1937. I am the recognized expert on bridge design and construction in Oregon from 1913 to 1940. I completed five Historic American Engineering Record projects in the 1990s on bridges and highways across America. These included the 1993 Washington State Bridges Recording Project, where a team of five architects and three historians looked at 29 highway bridges in Washington. The Puyallup River (McMillin) Bridge was among those structures that we studied.

A truss bridge constructed of reinforced concrete, such as the McMillin Bridge, is a rarity in the United States and, likely, in the world. I have only seen one other, a reinforced-concrete Howe truss crossing over the railroad line between Paris and Charles De Gaulle airport. The McMillin Bridge, however, is of the unusual Pratt truss configuration.

I have noted the uniqueness of the McMillin Bridge, both in its construction materials and its form. I urge the Washington State Department of Transportation to look at options for improving the Puyallup River crossing without adversely affecting the McMillin Bridge.

Sincerely,

